

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5301

九月十九日二十三年光緒

MONDAY, NOVEMBER 5, 1906.

一拜禮

號五月一十英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 21,000,000
CAPITAL UNCALLED " 3,000,000
RESERVE FUND " 13,700,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. HONOLULU.
YAGASAKI. SHANGHAI.
LYONS. NEWCHANG.
SAN FRANCISCO. MUKDEN.
BOMBAY. PORT ARTHUR.
TIENSIN. CHEFOO.
PEKING. DALNY.
Kobe. TIE-LING.
LONDON. OSAKA.
NEW YORK.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARKS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On fixed deposits for 12 months at 4 per cent.
per annum.

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per annum.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sinking Reserve.....\$10,000,000
Silver Reserve.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:

A. Haupt, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
G. Balloch, Esq., A. J. Raymond, Esq.,
G. Goetz, Esq., R. Shewar, Esq.,
Hon. Mr. W. J. Gresson, N. A. Siebs, Esq.,
C. R. Lenzmann, Esq., H. E. Tomkins, Esq.,
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:

Hongkong—H. E. R. HUNTER.
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

On Fixed Deposits for 12 months at 4 per cent.
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per annum.

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

YOKOHAMA, via SHANGHAI, FORMOSA, About 4th } Freight and
MOJI and KOBE Capt. B. W. H. Snow November } Passage.

LONDON and ANTWERP via SINGAPORE, PENANG, About 7th } Freight and
COLOMBO, PORT SAID and Capt. E. P. Martin, R.N.R. November } Passage.

SHANGHAI, DEVANHA, About 16th } Freight and
Capt. T. H. Hide, R.N.R. November } Passage.

LONDON, &c., via usual Ports DELTA, 17th Nov. } Freight and
Capt. C. L. Daniel Noon } Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th November, 1906.

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED NEW STOCK OF

FOOTBALL BOOTS.

CHROME AND RUSSET LEATHER. FROM \$5 Per Pair.

HOCKEY and CRICKET BOOTS. SHOOTING BOOTS.

LANE, CRAWFORD & CO.

Hongkong, 4th October, 1906.

10 PER CENT. DISCOUNT.

WE beg to announce that, in consequence of the further rise in exchange, our prices will, from the 1st November until further notice, be subject to a discount of TEN PER CENT. (10 per cent.), instead of the Five per cent. (5 per cent.) hitherto given.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS, 15, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd November, 1906.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN-ROWLANDS, Secretary.

Hongkong, 6th July, 1906.

CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

A FINAL DIVIDEND of One Shilling per Share free of tax for account of year ending 28th February, 1906, has been declared by the Directors of the above Company. COUPON No. 7 is payable on 2nd November at the Chartered Bank of India, Australia and China, and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & Co., Agents.

Hongkong, 31st October, 1906.

Notices of Firms.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

MR. W. J. SAUNDERS has been appointed ACTING SECRETARY of the above Company as from the 1st November, 1906, and until Mr. JAMES WHITTALL'S return to the Colony.

By Order of the Board of Directors, E. W. MATTLAND, Acting Secretary.

Hongkong, 31st October, 1906.

MARINE INSURANCE.

I HAVE this day established myself in SHANGHAI as AVERAGE ADJUSTER and am prepared to undertake the adjustment of General and Particular Average and other Claims.

Telegraphic and Postal Address: "WADMAN SHANGHAI."

H. P. WADMAN, Corresponding Associate, Association of Average Adjusters, Great Britain.

Hongkong, 22nd October, 1906.

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SUKUGAWA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100 HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chong, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Madozuru, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchikotan, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinomiya, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sashara, Tsubakuro, Yoshinomiya, Yoshio, Yonokibara and other Coals.

S. TANAKA, Manager, Hongkong.

THE CITY OF PARIS,

MADAME FLINT, Managers.

JUST RECEIVED AN ENTIRE NEW STOCK

LADIES' COSTUMES & MILLINERY

EXCLUSIVE DESIGNS FROM PARIS.

CHILDREN'S COSTUMES AND COATS

IN NAVY, CREW AND CARDINAL SERGE.

BEST LONDON MAKE.

EXCEPTIONALLY LOW PRICES BECAUSE OF FAVOURABLE EXCHANGE.

Hongkong, 23rd October, 1906.

D. NOMA, TATTOOER,

66, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. K. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 22nd June, 1906.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS, in all kinds of JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices. Orders Promptly Executed.

No. 5, ARSENAL STREET, Hongkong.

Hongkong, 28th April, 1906.

A. CHAZALON & CO.

JUST UNPACKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

SARDINES (Boneless).

Do. AU CITRON.

FISH PASTE FOR SANDWICH.

PUREE DE FOIE GRAS Do.

AND Other Pic-nic size tins of PRESERVES.

FRENCH BISCUITS.

HUNTLEY & PALMER'S BISCUITS and CAKES.

CROSSE and BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.

ALSO GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 21st July, 1906.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 15th March, 1906.

H. HAYNES, Manager.

VICTORIA HOTEL, SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1906.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the MANAGER.

Hongkong, 4th December, 1905.

150

DENTAL SURGEON.

G. DE PERIN DORGE.

DIPLOMA: PARIS.

Latest Improvements Including PORCELAIN FILLINGS.

HOTEL MANSIONS, Pedder Street.

Hongkong, 1st June, 1906.

1617

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Underigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1895.

1618

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "POWAN," 2,338 tons Captain W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lossius.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
 Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM," 2,261 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M.
 On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,110 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDIA-CHINA STEAM NAVIGATION CO. (PANY), LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 583 tons Captain J. Wilcox.
 "NANNING," 567 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 DE BOUTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th November, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	JAVA	Second half November	JAPAN	Second half November
TJILIWONG	JAPAN	Second half November	JAVA PORTS	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	First half December
TJIBODAS	JAPAN	Second half November	JAVA PORTS	First half December
TJIPANAS	JAVA	First half December	JAPAN	First half December

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 19th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. OHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VŒUX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 11th July, 1905.

TS'Y TING,
 LATEST METHODS OF DENTISTRY,
 STUDIO AT NO. 14, D'ARQUILLAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 26th July, 1904.

Initials.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
"PRINCESS ALICE"	WEDNESDAY, 7th November.
"ROON"	WEDNESDAY, 21st November.
"BUELOW"	WEDNESDAY, 5th December.
"PRINZ REGENT LUITPOLD"	WEDNESDAY, 19th December.
"PRINZ EITEL FRIEDRICH"	WEDNESDAY, 2nd January, 1907.
"SEYDLITZ"	WEDNESDAY, 16th January.
"PRINZ HEINRICH"	WEDNESDAY, 30th January.
"GNEISENAU"	WEDNESDAY, 13th February.
"PREUSSEN"	WEDNESDAY, 27th February.

ON WEDNESDAY, the 7th day of November, 1906, at Noon, the Steamship "PRINCESS ALICE," Captain Ch. Polack, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 5th November, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 6th November, and Passengers will be received at the Agency's Office until NOON, on TUESDAY, the 6th November.
 Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.
 Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
Via BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
"WILLEHAD"	4,763	TUESDAY, 13th November.
"PRINZ SIGISMUND"	5,302	TUESDAY, 19th December.
"SANDAKAN"	1,793	TUESDAY, 8th January.

ON TUESDAY, the 13th day of November, 1906, at Noon, the Steamship "WILLEHAD," Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. —	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30. —	£20. —	£14. —	Return £54. —	£36. —
TO SYDNEY	£33. —	£23. —	£15. —	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16. —	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120. —
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120. —
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW"	WEDNESDAY, 7th Nov.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ REGENT LUITPOLD"	WEDNESDAY, 21st Nov.
YOKOHAMA & KOBE	"PRINZ SIGISMUND"	WEDNESDAY, 21st Nov.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. or O. S. S. Co., T. K. K., and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 25th October, 1906.

MELCHERS & CO.,

AGENTS.

Estimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 508, or 681

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liobers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED, IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.
 Hongkong, 27th August, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
公司 隆 隆

CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE
 at
 No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Fire and other Leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED,
 Hongkong, 1st March, 1906.

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the Continental Hospitals by Hicord, Rostan, Jobert, Velpeux and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often less than 24 hours, removes all discharges from the urinary organs, effectually supersedes injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. It dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of the kind. It will be found astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2 is a powerful purgative, for use in cases of constipation, piles, haemorrhoids, and all diseases for which it has been so much a fashion to employ mercury, calomel, &c., so the destruction of the sufferer's teeth and ruin of health. This preparation purifies the blood system, and is a most valuable and thoroughly reliable remedy for all the above-mentioned ailments.

THERAPION No. 3 is a powerful tonic, for use in cases of nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, and debility. It is a most valuable and thoroughly reliable remedy for all the above-mentioned ailments.

THERAPION is sold by the principal Chemists and Dispensaries throughout the world. Price in England 1/6 and 1/3. In Hongkong, the word "THERAPION" is a fact, and is a valuable and thoroughly reliable remedy for all the above-mentioned ailments. Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.80 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 2nd October, 1906.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but with few of them really understood. It is simply weakness—a break-down, as it were, of the vital force that sustains the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being depression, sense of prostration, weariness, depression of spirits and want of energy for all the ordinary affairs of life. Know what ails you is absolutely essential in all such cases, is a necessary condition of recovery.

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more easily secured by a course of the celebrated life-giving tonic.

THERAPION No. 3

than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE

LIGHTED UP AFRASH, and a new existence is in place of what had been a "used up" and "burnt-out" life. This wonderful restorative is purely vegetable and innocuous, is agreeable to the taste, and is suitable for all constitutions and conditions. It is a life-giving tonic, and is a necessary condition of recovery.

THERAPION

is sold by the principal Chemists and Dispensaries throughout the world. Price in England 1/6 and 1/3. In Hongkong, the word "THERAPION" is a fact, and is a valuable and thoroughly reliable remedy for all the above-mentioned ailments. Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists.

THE HONGKONG STUDIO,
HIGHER CLASS PHOTOGRAPHER.

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PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MOD

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE have just unpacked our New Season's Confectionery imported from the leading London and Parisian Houses including—

CHOCOLATINES, CHOCOLATES.

CARAMELS, PRALINES, FONDANTS.

FRUIT JELLIES, NOUGAT, TURKISH DELIGHT.

PASCAL'S TOFFEE and MIXED SWEETS.

CADBURY'S SUGARED ALMONDS, BURN'T ALMONDS.

WALNUTS, MILK CHOCOLATE, NUTTONA, &c.

Packed in the daintiest boxes or in the simplest to suit the taste.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 26th October, 1906.

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NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any repeated MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
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The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue by any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On October 24, at Tsinanfu, Shantung, to Mr. and Mrs. W. W. RITCHIE, a son.
On October 29, at Shanghai, the wife of G. A. TISDALE, a Russo-Chinese Bank, of a son.

The Hongkong Telegraph

HONGKONG, MONDAY, NOVEMBER 5, 1906.

WHAMPOA'S FUTURE.

Much of the criticism which appeared in the *London and China Express* with reference to an editorial which we recently published regarding the possibility of Whampoa becoming a direct rival to Hongkong as a shipping centre is, we venture to submit, based on opinions which have not been fully digested. We republished the article from our contemporary in Saturday's issue, in order that readers might obtain some idea of how the question is viewed in the metropolis; but we are left unconvinced as to the soundness of the *Express's* attitude. Of course, the writer was quite entitled to describe the article as "somewhat alarmist," if he chose to do so, but we would contend that the prominence given to it in one of the leading London papers devoting its attention to Chinese affairs is some indication, to say the least, that our contemporary is not without doubts as to the value of the conclusions we deduced, and the wisdom of its own. In the first place, the *Express* will only believe in the transfer of shipping trade from Hongkong to Whampoa when it is an accomplished fact and not before. The main argument seems to be that because Whampoa is on Chinese soil and thereby "liable to all the disabilities emanating from the control of Chinese officials," it cannot hope to contend successfully with a port under the guardianship of the British Government. But it has never been suggested that Whampoa will become the chief

shipping port in the Far East next year, or that the decadence of Hongkong is a matter of the immediate future. Hongkong has taken sixty years to reach its present position, notwithstanding its exceptionally favourable position, the absence of competition by neighbouring ports, the lack of Chinese railways, and the venality of Chinese officials. But a new spirit has taken possession of the Chinese. Officials are no longer permitted to harass trade and cripple merchants by their "squeezing" proclivities. In fact, we have seen by the formation of the Yuet-han Railway Company that the Chinese gentry, traders, and guilds are determined to eradicate the old evil practices by keeping the management of the proposed railway within their own hands, in order that the interests of the shareholders—who include the poorest coolies in their number—may be safeguarded, and the success of the undertaking assured. The official element has been eliminated, and direct control retained in the hands of the people. Even the concession to build a line to Whampoa is alleged to be of a non-official character, but it is backed by all the authority and influence of the Cantonese Government and has the favour and support of the Shanghai. The writer proceeds to argue that Hongkong being quite free as a port, and having the "fullest facilities for the rapid transshipment of goods" offers the importer the immediate choice of southern and northern markets. That may be the case or not, but it is questionable if every importer in Hongkong will agree that the "fullest facilities for transshipment" are always available here. However, that is not the point, because if the Cantonese, who are admittedly the sharpest, shrewdest and most adventurous merchants in China, are resolved to raise up a rival to Hongkong at Whampoa, they will not stop short at erecting a connecting railway and calling it a port. They will not fail to provide ample godowns, or furnish the most rapid processes for the discharging and embarkation of cargo. Why then should steamers with goods for South China continue to tranship their cargoes at Hongkong, thereby incurring charges for delay, godown expenses, transshipment, demurrage and a variety of other incidentals, when they might go straight to Whampoa, whence their cargo could be despatched direct to the interior at a minimum of cost? As an indication of the vast trade which passes through Hongkong at present and would in all probability be diverted to Whampoa in the event of reasonable facilities being provided and the extension of the railway systems completed, we need only refer to the yarn industry, which is suffering a temporary eclipse. In spite of the adverse condition of the trade in yarn, it is proposed that dealers shall engage to purchase a minimum per annum of 200,000 bales which are intended for Canton and all places on the West River, Swatow, Amoy, and Foochow, which will be served by railways radiating from Canton, Hoihow, Pak-hoi, Kwong-chow-wan, Haiphong and Yunnan. There is no reason why Whampoa should not step in and capture that trade, which on a moderate estimate cannot be worth less than \$2,000,000—and that is only one of many industries. Is it probable that if the Cantonese were of one mind to compete with Hongkong that Whampoa would be made other than a free port? The *Express* fails to grasp the fact that if all the necessary facilities are provided at Whampoa then Hongkong may be wiped off the commercial route of the Far East. A vessel with cargo for China would be in a position to land the goods at Whampoa without giving a passing thought to Hongkong so that when the writer speaks about a third port, in the sentence— "Any unloading of vessels at Whampoa is extremely unlikely, and, if bulk has to be broken, it can be better done at Hongkong or Canton than at a third port," he has diverged somewhat from the probable situation. There would be no third port, Whampoa taking the place of Hongkong, and importers could send off their goods from the warehouses at Whampoa, with the least possible trouble, along the Canton-Hankow railway. Moreover, it has to be remembered that schemes are under consideration which will have the effect of making Canton the great railway terminus of the southern provinces. What with the Sunning, Nanning, Yunnan, and overland routes to Peking, the importance of Canton, which in this connection may be taken to mean Whampoa, will be vastly enhanced, and importers will be able to deal at short notice with the requirements of the great producing and consuming centres of the south, west, and north, combining a minimum of expense and anxiety with the maximum of celerity. Of course, we will have our docks, and we may expect to derive some benefits from the construction of the Kowloon-Canton railway, but with Whampoa standing at the gateway to China, with arms outstretched and offering every inducement to shipping, these advantages are very problematical. All these propositions have yet to be demonstrated, but Chinese energy and industry are quite capable of transforming the effete Whampoa into the Liverpool of

the Far East. It cannot be contended for a moment that China is without money to achieve such results. As everybody now knows China can always find all the money she needs for projects of industrial value, and that money is not transferred from the pockets of foreign financiers to the exchequer of Chinese companies at huge interest, but is found within China herself, to the exclusion of any possible outside domination or "say" in Chinese affairs. The present generation has imbibed the ideas of the West; the rising generation is keen to adopt measures of reform and to traverse the path of progress; what then will the next generation be like, when it has absorbed the spirit of patriotism and business adventure which now distinguish the majority of enlightened Chinese? The cry of "China for the Chinese," has been raised by Viceroy Shun, no doubt to the chagrin of foreign traders, but however much the latter may seek to stem the tide of national seclusion they must in fairness admit that China has a perfect right to manage her own affairs as she thinks best, so long as such management does not interfere with the rights of neutrals and outsiders. From our Canton correspondent we have received additional news confirming statements recently published that the Canton-Whampoa railway scheme is not "a castle in Spain." It is reported that the company which has undertaken the construction of the line has been registered at Peking, regulations governing the working of the Company framed, and that only a few minor details will have to be submitted for the approval of the new Viceroy, Chou Fu. The capital has been put at something between 800,000 and 900,000 taels, which shows that the work of pushing on the line is not so much concerned with Amoy as with Whampoa. The whole scheme is cut and dried. A surveyor has reported that Whampoa may be constituted an admirable port and that opinion coincides with the views of several who have given the subject some attention. None of us in Hongkong desires to see the sea-girt sentinel of British interests in the Far East robbed of her heritage, but how is it proposed to checkmate Canton's aspirations? It is true that Taotai Wen denied that there was any intention of raising a rival to Hongkong at Whampoa, but that was merely an official disclaimer which may be taken for what it is worth. Everything points to the sure and persistent aim of native merchants in Canton to rejuvenate the erstwhile flourishing port of the two Kwang provinces.

LOCAL AND GENERAL.

The English mail of the 6th October was delivered in London on the 2nd inst.

TELEGRAPHIC communication with India and Europe via Eastern was restored on Saturday evening.

THE Marquards, violinist and harpist, and assistance will be heard again to-night after an absence of five years. The excellence of the programme and the skill of these two famous musicians should attract a large audience.

A CHINESE woman, who acted as a watcher for a street gambling game at Pingchau, on Saturday afternoon last, got arrested, as was also six of the gamblers. They were charged before Mr. C. A. D. Melbourne this morning, at the Police Court, by Sergeant Angus. The woman was fined \$3 for her pains, and the gamblers \$5 each.

KWOK FO, an unemployed compositor, was before Mr. F. A. Hazeland, at the Police Court this morning, on a charge of entering the servants' quarters of No. 2, Barrow Terrace, Kowloon, last night, without the occupier's permission. The occupier is Mr. Henriette Cruz, a merchant. Kwok said that he went there to look for work, but admitted that he had no permission. He was fined \$5.

POLICE Sergeant O'Sullivan and a number of policemen raided No. 37, Bridges Street at half-past nine o'clock on Saturday night and arrested nine coolies, who were interested in a game of chance. The men were placed before Mr. C. A. D. Melbourne at the Police Court to-day on the usual charges, but the police failed to prove that the first two men were the leaders. His Worship, however, found them all guilty of gambling and fined them \$3 each.

ARMED with a search warrant, Detective-sergeant George Watt visited a shop at No. 203, Hollywood Road on Saturday and searched the premises. After the search he took in charge the shopkeeper and his wife on a charge of being in unlawful possession of about twenty lithographed Chinese calendars, the property of the *South China Morning Post*. The case was heard before Mr. C. A. D. Melbourne, this morning, at the Police Court. The shopkeeper was found guilty and he was fined \$50. The wife was discharged.

By the last American mail we learn that the American China Contracting Company was incorporated recently under the laws of New Jersey with a capital stock of \$300,000 to carry out contracts with the United States for employment and furnishing of labourers for the construction of the Panama Canal. The incorporators are John K. Morse, Frederick L. Carter, Harley P. Wilson, Franklin E. Searle and John R. Turner. The registered office of the concern is with the Corporation Trust Company, at 15 Exchange Place, Jersey City. Among the proposals for furnishing 7,500 Chinese labourers for the Panama Canal was a bid from the newly incorporated company.

THE POKFULUM TRAGEDY.

CORONER'S INQUIRY.

The inquiry touching the death of Miss Emily Ellen Wade, a nurse girl, twenty-six years of age, whose body was found in the catchwater above the Pokfulum reservoir on the 30th ultimo, was opened at the Magistrate's Court this afternoon, Mr. F. A. Hazeland presiding. The following jury was empanelled:—Messrs. John Olson, A. Mackintosh, and J. P. Douglas.

THE DOCTOR'S EVIDENCE.

Dr. C. M. Heanley, medical officer in charge of a public mortuary, was the first witness to be examined. He said that on November 1st he examined the body of the deceased. At the identification Mr. G. C. Moxon was present. In witness's opinion death was due to drowning. There were no injuries or disease to the body.

HER EMPLOYER'S EVIDENCE.

Mr. G. C. Moxon, of the National Bank, said deceased was in his employ for about five years as nurse maid. Deceased was a very good girl, quiet in behaviour, and performed her duties well. Three years ago deceased informed witness that she was engaged to be married to one Sergeant Thompson, of the Naval Yard Police. Witness made inquiries about the sergeant and he discovered that the engagement was a suitable one, after some further inquiries. Some time later deceased went home with witness's daughter, the engagement continuing. She returned to Hongkong about November, 1905, and in May, 1906, deceased told witness that her engagement had been broken off and she appeared to be very sorry about it, as she said she herself broke off the engagement. From time to time she expressed regret about the matter and quite recently she informed witness that living in Hongkong was quite distasteful to her on account of the affair, and inquired of witness whether he would assist her in getting her employment elsewhere. Witness heard that a Mrs. Maitland was about to leave this Colony for Calcutta and needed a servant and witness suggested that she should go in their employ. Deceased appeared pleased at the idea and did join Mrs. Maitland on the 29th ultimo. On the 30th ultimo witness understood that deceased returned to his house from Mrs. Maitland's about ten o'clock in the morning, and asked Mrs. Moxon for some phenacetin for her headache. She was constantly suffering from that trouble. She took the medicine and left almost immediately. On the morning of the 31st ultimo, Mr. Maitland informed witness that deceased had not slept in his house on the preceding night and asked where she was. Witness did not know and the police were communicated with. The next thing witness heard was that the body of a woman had been picked up in the catchwater, and it appeared to be that of his ex-nurse. He went to the mortuary the next day, and in the presence of the doctor recognised the body as that of ex-nurse Wade.

Here Inspector Collett put in as an exhibit a letter found in deceased's trunk, addressed to Mrs. Moxon.

CAUSE OF DEATH.

This letter was read to the jury by the Coroner. It was as follows:—

To Mrs. G. C. Moxon.
I am, Madam,—I dread the idea of leaving you and starting afresh in another situation, for I can't think how I shall get on with two children when I have my bad sick-headaches, for no other lady can have the patience that you have had over it, and I don't feel fit to take charge of Mrs. Maitland's children, for I am so cross and disagreeable, my heart is not in my work and my place can easily be filled: the Japanese ayah will take the children as she has no other work. You and Mr. Moxon, have always been most kind and good to me and I am sorry to be any trouble, but I can't go on like this, I am so wretched and unhappy and I get more miserable every day, try as I may to live it down; unless one is happy I see no use in living. I must now tell you the truth. Mr. Thompson is not to blame in any way, the fault is all on my side. Because he did not come to meet me one afternoon, I was so angry and thought to myself, I won't wait for any more excuses, so wrote and broke off the engagement, when if I had only waited I should have known he could not avoid coming. Because I was so hasty and unjust I feel I can never forgive myself, for I am devoted to him and could never care for another man again. I am alone as it were, no one depending on me, and nothing bright to look forward to, for a life of service is horrid, and death preferable to years of loneliness and seclusion for the wrong I have so hastily done to myself and him. I think I am mad, or nearly so. Please, Madam, see that my boxes are sent to my sisters, and will you please give Mrs. Talbot's nurse £1.50 for me. Also take out of my cabin trunk the things in my rain coat pocket. I owe you for—3 keys in my rain coat pocket. I have told my sisters what to do with the money I have in the bank of England—it will make up for what I have been sending home. Please give letter to Mr. T. privately. They will find me in the water down Pokfulum. Please do not be sorry for me, I am so unworthy and made a mess of my life when everything might have been different. I am truly sorry to be any trouble, but I have such a dread of everything when I have left you. Only my letters home will be missed.
With deep gratitude to you and Mr. Moxon,
I remain, Yours very respectfully,
(Sd.) EMILY ELLEN WADE.

My sister's address to send luggage: Mrs. G. Wilson, Bishopgate Street, Norwich, Norfolk, England.

THE WATER'S DEPTH.

Inspector Collett put in a number of photographs as exhibits and said that the depth of water where deceased was picked up was about seven feet.

ANOTHER LETTER.

Mr. Hazeland read a second letter which was also found in deceased's trunk. It was to her sisters at home. It reads:—

In the event of my death I wish my sisters, Mrs. Howell and Mrs. Wilson, to divide my belongings between them and also the money

I have in the Bank of England, and I want them to give Mrs. Hunt £1, which I owe her for sewing.

(Sd.), I MILLY ELLEN WADE.

(Hongkong).
Mrs. C. Howell, 3 Kerrisons Terrace, Kettis Hill, Norwich, Norfolk, England.

LETTER TO HER LOVER.
A third letter, addressed to Sergeant Thompson, her sweetheart, was read in Court. It was to the following effect:—

(Strictly Private.)

Mr. W. F. Thompson.

H. M. Naval Yard, Hongkong.

My Own Darling Frank,—This letter is meant for you only to read, and so I intend to write just what I think, for by the time this reaches you I hope I shall be at rest, for I am so wretched and unhappy. Since I wrote you that beastly, unkind letter I have been most miserable. How I came to write it I cannot think, for dearest, believe me, I have always loved you in all sincerity and truth, yet I always felt I was not good enough for you, as you seemed so well educated and I so ignorant. Believe me, I did not mean what was written in that letter. I copied it from another one and never thought in my temper how unjust and cruel it was, and it did not apply to you in any way for in my eyes you are all that is good and just. My darling, how grieved I am to have insulted you can never be guessed. I always meant to be true to you and looked forward with joy to the future with you and yet I think I was mad to go and spoil it all without reason whatever. I have engaged to go to Calcutta with Mrs. Maitland, and yet I don't feel fit to go for I feel so weak and ill, with no heart whatever for the work I have to do. There seems nothing left to live for, without your life is a blank with no brightness whatever. I am a misery to myself and I'm sure no comfort to others. When I found you could not forgive me, I went out with Mr. Watson, thinking by so doing I could forget you, but impossible. My thoughts were always with you and so I had to stop my outings with him, for never shall I love another man as I loved you. My darling, try to think kindly of me and to forget the wrong I have done so thoughtlessly. You said you hoped I might prosper and have a bright and happy future. How could your wish come to pass when I had done you such a wrong? If you would like to have your ring you will find it in a camphorwood box in the right hand corner, near the top of my cabin trunk, also the brooch, but the photo is with others and I'm afraid you can't get it. I don't see how I shall be missed by anyone: my place can easily be filled, only my letters will be missed by my sisters. When you go to England, please, Frank, marry a nice good girl. I wish it as I do so want you to be happy in the future. The excuse I made to Mr. Moxon was that I had quarrelled with you. After being so hasty and rash I saw how foolish I was and did not know what excuse to make, and so I told her that, but now all the truth can be known, and people will say I am mad and they won't be far wrong. And now, my heart's own darling, I must say a last "good-bye," please try to think kindly of me and remember that I loved you always and you only. By God's mercy I hope to meet you in that better land where there is no marrying, or giving in marriage, and so I will wait and watch if God will permit and forgive my sins. Good-bye, my own darling, in death and in life.

Ever your devoted and true,

(Sd.) EMILY.

The jury did not propose calling Sergeant Thompson to the witness-box. They were of opinion that the case was quite clear.

His Worship addressed the jury briefly, after which they retired to consider their verdict. After a few minutes' consultation, the foreman returned a verdict of death by suicide during a fit of temporary insanity.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st November.

	1905.	1906.
Tyiam...	28' 8" below	2' 0" above
Byewash...	28' 2" below	12' 0" above
Pokfulum...	2' 2" below	2' 0" above
Wong-nei-chong...	45' 2" below	2' 0" above
	overflow	overflow

	1905.	1906.
Tyiam...	361,500	402,300
Byewash...	511	8,138
Pokfulum...	45,680,000	59,080,000
Wong-nei-chong...	111	27,762,000
Total...	407,115,000	498,800,000

Consumption of Water in the City of Victoria and Hill District during the month of Oct., 1906.

	1905.	1906.
Consumption...	172,376,000	131,684,000
Estimated population...	230,000	235,300
Consumption per head per day...	17.1	18.0

Consumption of Water in Kowloon Peninsula during the month of October, 1906.

	1905.	1906.
Consumption...	17,243,000	15,899,000
Estimated population...	78,850	81,550
Consumption per head per day...	7.5	6.2

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,

Water Authority.

TAKEO Kambara, a Japanese fireman, on board s.s. *Chikaku Maru*, was arraigned before Mr. F. A. Hazeland this morning on a charge of being drunk and disorderly in Ship Street the previous night. Police-constable Hynes prosecuted. The defendant, it was stated in evidence, was refused admittance to a certain house. After placing the toe of his boot to the door on several occasions and finding that the door still stood the bombardment, Takeo raised his voice to the top of his lungs and did such good work that he stirred the neighbourhood. Constable Hynes, who heard the bellowing, took up in charge before his lungs became affected. Takeo this morning told the Court that he wanted to see his friends, who were in the house, but the inmates would not allow him in. He, however, denied being disorderly. Fined \$3.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

SHANGHAI RACES.

COLD AND WINDY WEATHER.

[From Our Own Correspondent.]

Shanghai, 25th November, 2.45 p.m.

The annual meeting of the Shanghai Jockey Club was opened, in presence of a large attendance of spectators, to-day.

The weather is cold, with sharp gusts of wind sweeping across the course.

[We regret that owing to the absence of the Clerk of the Course from Hongkong we are unable to present our readers interested in the Shanghai races with the results of the opening events as we have done in previous years. The fact that Mr. Hough was to attend the races in the Northern Settlement was overlooked, with the result that our correspondent at Shanghai, having received no special instructions on the subject, has omitted to send the names of the winning and placed ponies.—Ed., H.K.T.]

THE MIKADO'S BIRTHDAY.

GRAND REVIEW AT TOKYO.

HALL GIVEN BY VISCOUNT HAYASHI.

[From Our Own Correspondent.]

Shanghai, 5th November, 2.45 p.m.

In honour of the natal anniversary of the Emperor of Japan, a grand review of the Tokyo Garrison was held.

Viscount Hayashi, Minister for Foreign Affairs, gave a brilliant ball and reception at which all the Japanese celebrities and Europeans of prominence attended.

HONGKONG HOTEL FIRE.

EXTENT OF DAMAGE UNKNOWN.

Through the fusing of an electric wire, fire broke out in the premises occupied by Fairall and Company, Pedder Street, at about twenty minutes to two yesterday morning. The policeman on that beat was the first person to notice the dense smoke issuing from the building and immediately gave the alarm. By this time the commotion that was caused in the street aroused the inmates of the hotel and considerable confusion occurred. Women and men, scantily dressed, dashed for the street all greatly excited. The fire brigade, in charge of Chief Inspector Baker, answered the call hurriedly, but before work could be started the back door of the burning premises had to be smashed to allow the firefighters to enter. The fire was discovered to be burning fiercely at one corner of the ceiling, and the firemen made a strong fight to keep the fire from working its way through the floor of the hotel, for if that had occurred no one knows what might have resulted. Gradually the fire spread and some of the millinery goods took fire and the smoke emitted from these was the means of greatly hampering the work of the firemen. Nevertheless, the brigade stood the test well and with their dogged obstinacy the flames grew less until they were entirely subdued. Then, and not till then, did the hotel guests, forgetting their appearance in the excitement, return to woe Morpheus. The damage done cannot at present be estimated, but practically the entire stock of millinery of Fairall and Company has been destroyed by fire and water.

Miss Fairall, who is said to be the proprietrix of the firm, informed a *Hongkong Telegraph* reporter this morning, when he called for particulars, "that she was afraid she could not speak to reporters on the subject. He would probably get a damage done by the fire from her on the morrow." The shop appeared in a dilapidated condition this morning, and from the place where the fire was said to have started, the pendulous electric wires were greatly in evidence.

ANOTHER OUTBREAK.

An alarm of fire was turned in at Yaumatei Police Station shortly after seven o'clock last evening and the fire engine, in charge of Inspector Macdonald, repaired to the scene—No. 164, Station Street, Mongkok—in a hurry, only to learn that their services were not wanted, the fire having been extinguished by the inmates, who were assisted by an Indian policeman. The fire, a very small one, was caused by a candle dropping an oil lamp on the staircase which took fire. The damage done was trifling.

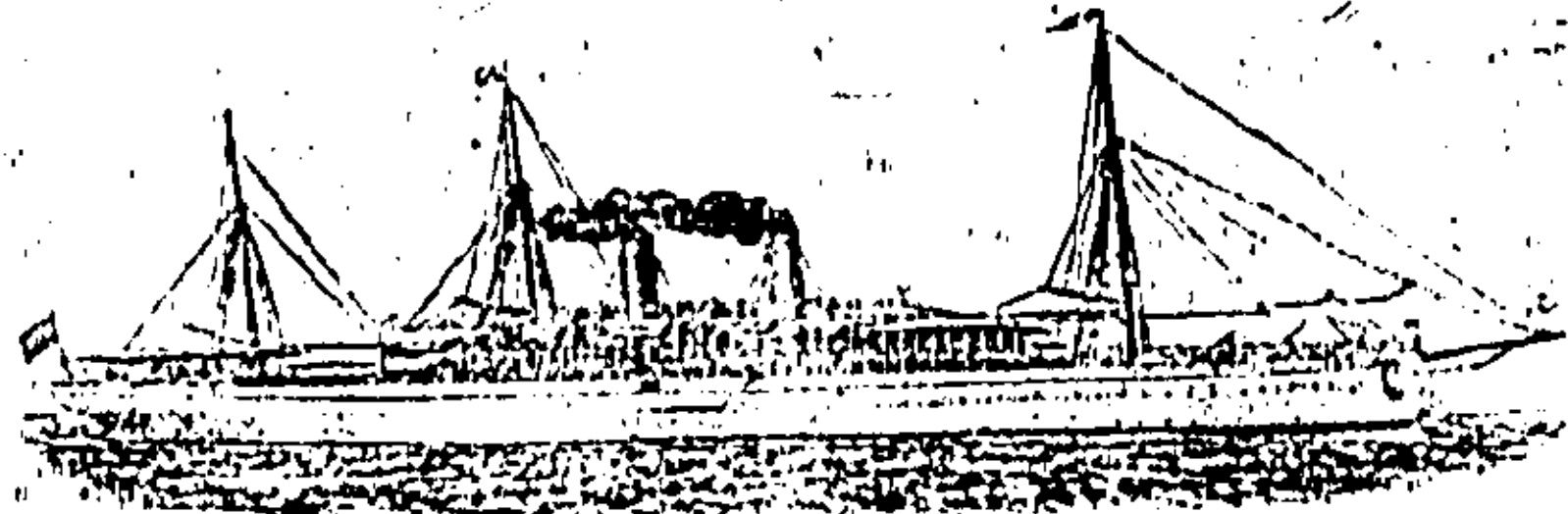
SHIPPING AND MAILS.

MAILS DUE.

German (*Bismarck*) 6th inst.
Indian (*Arratoon*) 8th inst.
American (*Nippon Maru*) 12th inst.
Indian (*Katara*) 15th inst.
Canadian (*Athenian*) 15th inst.
Canadian (*Empress of Japan*) 18th inst.

The s.s. *Landrat Schiff* left Moji on 5th inst., for this port, and is due here on 10th inst.
The P. & O. S. N. Co.'s s.s. *Formosa* left Singapore for this port on 2nd inst. at 8 p.m.
The N. Y. K. s.s. *Amaki Maru* European line left Kobe for this port via Moji on 2nd inst. and is expected here on 12th inst.
The C. P. R. Co.'s s.s. *Athenian* arrived at Yokohama at 3.30 p.m. on 3rd inst. and left again at 4 p.m. Sunday for Kobe, where she is due to arrive at 5 a.m. on 6th inst.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPEROR OF INDIA" 6,000	THURSDAY, November 22... December 1
"ATHENIAN" 3,882	WEDNESDAY, November 28... December 22
"EMPEROR OF JAPAN" 6,000	THURSDAY, December 10... January 7
"MONTAGLE" 6,163	WEDNESDAY, December 26... January 19
"TARTAR" 4,425	
"EMPEROR OF CHINA" 6,000	

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's "New Palatial" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, £100. 1st St. Lawrence £60. 1st New York £62. Steamers, and 1st Class on Railways £40. £42. £43. R.M.S. "MONTAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan (Governments). For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya. [13] Hongkong, 25th October, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA, K. L. S. TUESDAY, 6th November, 4 P.M.		
SHANGHAI VIA SWATOW, TUESDAY, 6th November, 4 P.M.	YUENSANG	WEDNESDAY, 7th November, 4 P.M.
MANILA, THURSDAY, 8th November, 4 P.M.	YUENSANG	FRIDAY, 9th November, 4 P.M.
SHANGHAI, THURSDAY, 8th November, 4 P.M.	HONGSANG	FRIDAY, 9th November, 4 P.M.
SAMARANG and SOERABAYA, THURSDAY, 8th November, 3 P.M.	HONGSANG	SATURDAY, 10th November, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsie Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 5th November, 1906.

CHINA NAVIGATION CO., LIMITED.

For	STEAMERS.	To SAIL.
MANILA	"SUNGKIANG"	6th November.
SHANGHAI	"KIUKIANG"	7th "
TIENSIN	"KWEICHOW"	10th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	12th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. † Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd November, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 10th Nov., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 17th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd November, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"BRAEMAR"	16th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 3rd November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
PASSENGER SERVICE.

By the new steamers, "RIENANIA," "HABSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS—OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENSIN VIA SHANGHAI.

RHENANIA	Capt. v. Hoff	7th November.
HOHENSTAUFEN	" Jaeger	2nd December.
SCANDIA	" Bahle	2nd January.
SCANDIA	" v. Doehren	1st February.
HABSBURG	" Filler	4th March.
RHENANIA	" v. Hoff	3rd April.

NEXT SAILINGS—HOMeward.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHENANIA	Capt. v. Hoff	7th November.
HOHENSTAUFEN	" Jaeger	11th January.
SILESIA	" Bahle	8th February.
SCANDIA	" v. Doehren	22nd March.
HABSBURG	" Filler	5th April.
RHENANIA	" v. Hoff	17th May.
HOHENSTAUFEN	" Jaeger	14th June.
SILESIA	" Bahle	12th July.

FREIGHT SERVICE.

NEXT SAILINGS—OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA, RHENANIA 7th November.
FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA 13th November.
FOR SHANGHAI, KOBE & YOKOHAMA, AMBRIA 26th November.
FOR SHANGHAI, KOBE & YOKOHAMA, HOHENSTAUFEN 2nd December.

NEXT SAILINGS—HOMeward.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabian and Persian Gulf Ports.

FOR ANTWERP AND HAMBURG	TEUTONIA	8th Nov.
FOR HAVRE, BREMEN AND HAMBURG	BRISGAVIA	15th Nov.
FOR HAMBURG	SEGOWIA	24th Nov.
FOR HAVRE, ANTWERP AND HAMBURG	SITONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE AND HAMBURG	C. FERD. LAEISZ	22nd Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	ANDALUSIA	28th Dec.
FOR HAVRE AND HAMBURG	HOHENSTAUFEN	14th Jan.
FOR NAPLES, HAVRE AND HAMBURG	SILESIA	25th Jan.
FOR NAPLES, HAVRE AND HAMBURG	SILESIA	8th Feb.

Hongkong, 5th November, 1906. [65]

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE" will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"FLINTSHIRE" on or about the 20th November.

For Freight and Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 16th October, 1906. [101]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH" will be despatched for the above Ports, on or about the 21st November, 1906.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 24th October, 1906. [103]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN" Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 1st December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th October, 1906. [105]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons. Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to K. MATSUDA, Manager, York Building.

Hongkong, 4th October, 1906. [148]

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship

"VEDDO" Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.

Hongkong, 3rd October, 1906. [975]

To Let.

TO LET.

A FLAT and THREE ROOMS, near the Hongkong Bank, suitable for Offices. Moderate rental.

Apply to—X. Y. Z., C/o Hongkong Telegraph.

Hongkong, 17th October, 1906. [1013]

TO LET.

TO LET.

ONE GODOWN, at EAST POINT, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet.

Apply to—JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906. [1009]

TO LET.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vaux Road Central, formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—HO TUNG, Comptroller Department, Jardine, Matheson & Co.

Hongkong, 26th September, 1906. [949]

TO LET.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLINTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th September, 1906. [972]

TO LET.

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906. [789]

Entertainment.

THE HONGKONG TELEGRAPH.

"ICE HOUSE ROAD, HONGKONG."

ONLY ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. Each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road, Hongkong.

THE SHANGHAI DOCK AND ENGINEERING CO., LTD.

Following are further letters on the Shanghai Dock Co., in reference to the formation of the Wharf and Warehousing Co.—To the Editor of the

"SHANGHAI MERCURY."

SIR,—It was, I think, Old "Commodore" Vanderbilt who, in his usually shrewd way, once, very apropos, said:—"You may fool some of the public all the time; you may fool all the public some of the time; but you cannot fool all the public all the time; which is why your prophecy of but a week ago has already been fulfilled, and what you stigmatised then as a 'speculator's bubble' has burst, and the requisitioners have withdrawn their cash offer, and propose to pay for the valuable property, they are desirous of acquiring—property, Mr. Editor, which in the opinion of the propounders of the scheme is worth 'considerably more' than what they are offering for it,—can you guess what paper in the new concern? Paper I am not joking, Mr. Editor, though most of the Dock shareholders would wish I was. I am giving you cold, sober facts which the latest bulletin about the health (?) of the 'sick man' of Shanghai imparts to the not-to-be-envied shareholders.

But enough of this scheme. It has not come down like a stick for it was too heavy and clumsy to go up like a rocket. Attraction of gravity was too much for it, and it has 'come down to its natural element, the earth, shattered and deprived of life. Peace be to its fragments.

But, since a meeting has been convened, though its duties will be more of a burial party than that of a christening, may I be permitted to suggest to the Dock shareholders, that their interests could be served best, not by surrendering their property for paper—whether of value or not—not by taking cash for it and reducing their capital by that much, but by giving their directors a free hand in the matter of the sale, and instructing them to apply the proceeds to the improvement of their property by the introduction of modern machinery equal to the demands that are likely to be made on an establishment of the kind. In this way, and in this way only, could they look forward to see their property become as valuable as it ought to be, and free it from the blight it has been suffering from through the machinations of jobbers and leather-your-own-nest sort of persons.

This suggestion has already appeared in your columns in a communication over the name of "Shareholder," but as it is very pertinent and made in the best interests of the Dock Co., I have taken the liberty of repeating it here, thinking that the unfortunate Dock shareholder could not be too often told what would best promote his welfare.

Thanking you in advance for your indulgence for this, and begging to enclose my card,—Yours faithfully,

WARY BIRD.

To the Editor of the

"SHANGHAI MERCURY."

SIR,—I have read with interest the correspondence under the above heading, both in your paper and the N. C. D. News. As this new scheme concerns not only the shareholders of the Dock Co., but the public of Shanghai, I would like to make a few remarks.

The scheme is not, I think, quite so 'hair-brained' as Mr. 'One of the Public' and others try to make out and I don't agree with him that this scheme is to get 'a little more wool' from the shareholders. One has only to glance at the list of provisional directors to see good standing names, three heads of large shipping companies (not agents) and three heads of large hongks which have great business at the wharves; surely these names mean that this new concern will have good support.

Regarding the flotation of the new Co. as the promoters are confident of being able to raise the money, it will be better to wait until the meeting and hear what the promoters have to say on the subject than to express my views. No doubt, at the present, most of the shareholders feel they prefer the money to the 'piece of paper,' but I would give 'Wary Bird's' advice to 'Look before you leap,' but I mean it in another sense as evidently the promoters expect help from the shareholders—and as the property evidently cannot be sold—the shareholders if they are too greedy may be like the little boy, i.e., get nothing!

At the time before the new Co. can start earning money, the Old Dock property is practically ready for building godowns on and there is absolutely no reason why that portion of the property should not be earning money within 8 months. The Pootung property is different, but I understand this place can be made ready to start taking vessels within 12 months—to it is not very long to wait for a return on the money.

Now to competition, 'One of the Public' asks 'What chance will the new concern have against such a powerful combination as the S. and H. Wharves and the China Merchants?' I think it has decidedly the best chance in a tariff war. Does it not strike 'One of the Public' that the present wharves are very much behind time in every respect and the good old bamboo still reigns supreme; he seems to have passed over what I consider is one of the most important things in the new scheme, i.e., the wharves will have the latest scientific appliances for handling cargo which, I think, Mr. Editor, you will agree with me, spells reducing expense, and if a tariff war should start, then, I take it, the new concern will be able to cut down the prices to a figure which will still give them a fair profit while the other wharves will be working at no profit.

Where this scheme will affect the general public is in the fact that it will be run by the directors and not by agents (who only work for their own ends) and these directors being composed of three shipping and three hong men—who will have to work with one hand for the company and the other for the public who with these gentlemen will be the customers of the wharf.

Thanking you, Mr. Editor, for your kindness in allowing me so much space in your valuable paper, and enclosing my card,—Yours faithfully,

"ANOTHER OF THE PUBLIC."

Shanghai, Oct. 30th, 1906.

MAILS.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

THE S.S. "AUSTRALIAN."
Captain Lemonnier, will be despatched for MAR-
SEILLES on TUESDAY, the 13th November,
at 1 P.M.

This Steamer connects at Colombo with the
Australian line to Sydney bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo, also booked, for principal places in
Europe.

Next sailings will be as follows:—
S.S. **TOKIN** 27th November.
S.S. **ERNEST SIMONS** 11th December.
S.S. **POLYNESIEN** 25th December.
S.S. **CALEDONNIEN** 8th January.
S.S. **SALAZIE** 22nd January.

G. DE CHAMPEAUX,
Agent.
Hongkong, 31st October, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Tremont	9,606	T. W. Garlick	27th Nov.
Platides	3,753	F. G. Parington	20th Dec.
Lyra	4,417	G. V. Williams	29th Dec.
Shawmut	9,606	E. V. Roberts	23rd Jan.
Hyades	3,753	J. Alwen	30th Jan.

Cargo only.

CHARTERED, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 5th November, 1906.

**REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.**
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
S.S. "GHAZEE" 24th November

FOR NEW YORK.
S.S. "ST. PATRICK" 5th December.

For Freight and further information, apply
to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 5th November, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars
and Cuffs renewed on old ones.

Ladies and Children's Under-clothing, Embroid-
ered Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Hooks for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

BRANDY	\$22.50
WHISKY, FINE MALL	20.00
JOHN WALKER & SONS' OLD HIGHLAND	12.50
C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
DOURO	13.75
SHERRY, AMOROSO	20.00
LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1906.

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK receives **PROMPT** and **CAREFUL** ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADDORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000	\$1,712,472	\$1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	\$820 London 295
National Bank of China, Limited	99,975	£7	£6	\$12,735 \$150,000	\$74,090	\$2 (London 3/6) for 1905	...	£47 buyers
MARINE INSURANCES.								
London Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	6 1/2 %	\$300
North China Insurance Company, Limited	10,000	£15	£5	\$110,000 Tls. 100,000 Tls. 50,000	Tls. 185,529	Final of 7/6 making 15/- for year ended 30/6/1906	6 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$200,000 \$331,131 \$1,153,841 \$569,779 \$800,000 \$61,178 \$15,527	\$2,702,271	Interim div. of 13/- for 1905	4 1/2 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,483 \$2,618 \$1,220,928	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$172 1/2 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,483 \$2,618 \$1,220,928	\$344,098	\$6 for 1904	6 1/2 %	\$95 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	7 1/2 %	\$322 1/2 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$6,000 \$264,388	\$6,563	\$14 for 1905	6 1/2 %	\$23
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$393,563 \$250,000 \$160,000 \$144,386 \$120,000 \$280,918	Nil.	\$2 1/2 for year ended 30/6/1906	6 1/2 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$160,000 \$144,386 \$120,000 \$280,918	\$5,464	\$1 for 1st half-year 1906	7 1/2 %	\$27 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$280,918 \$250,000 \$140,000	£2,452	10/- @ ex. 2/1 9/16 = \$4.69	6 1/2 %	\$73 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 40,000 \$1,400,000	Tls. 23,156	Interim div. of Tls. 2 1/2 for 1906	9 %	Tls. 56 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 40,000	Tls. 23,156	Interim div. of Tls. 1 1/2 for 1906	9 %	Tls. 56 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$4,141 \$50,000	\$107,815	1/- (Coupon No. 6) for 1905	4 %	30/6
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$65,000 \$32,957	\$218	\$1.50 for year ending 30.4.1906	5 1/2 %	\$26
Do.	10,000	\$10	\$5	\$32,957 Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 81,200		\$0.75	4 1/2 %	\$18
Taku Tug and Lighter Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 48,000 Tls. 81,200	Tls. 13,913	Interim div. of Tls. 2 account 1906	8 %	T. Tl. 50 buyers
SUGAR.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$50,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	17 1/2 %	\$145
Luzon Sugar Refining Company, Limited	5,000	\$100	\$100	none	\$132,588	\$4 for 1897	...	\$32
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	...	Tls. 83 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$110,000 \$26,011	\$12,546	Final of 1/- (No. 7) making 2 1/2 for year ended 28.2.06	7 %	Tls. 91 sellers
Central Consolidated Mining Company, Limited	100,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
East Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £8,745	No. 17 of 1/- = 48 cents	...	\$91
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905	1 1/2 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$510,000 \$65,166 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$90
Hongkong and Whampoa Dock Company, Ltd.	6,000	\$50	\$50	\$49,500	\$392,087	\$6 for first half-year ending 30.6.06	8 %	\$152 sellers
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	\$388,000	\$2,221	\$1 for 1905	6 1/2 %	\$16 1/2
Shanghai Dock and Engineering Co., Ltd.	5,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 487,710	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2 %	Tls. 102 buyers
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 57,065	Tls. 57,065	Interim div. of Tls. 8 on account 1906	6 1/2 %	Tls. 227 1/2 sellers
Yangtze Wharf and Godown Company, Limited	3,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year	...	Tls. 102
Astor House Hotel Company, Limited (Shanghai)	20,000	\$25	\$25	\$30,000	\$6,418	\$3 for year ended 30.6.1906	10 1/2 %	\$24 1/2 sales
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	24,000	\$15	\$15	none		7 % on \$7 1/2 for 1905	...	\$15 1/2 buyers
Do. (Founders)	123	\$15	\$12			None	...	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,075 \$10,075	\$10,057	\$5 for first half-year for 1906	9 %	\$112 1/2
Hongkong Land Investment and Agency Co., Ltd.	60,000	\$100	\$100	\$19,075	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2 %	\$105
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	Tls. 29,783	Tls. 1,935	Final of 6 % = 10 % for 1905	16 1/2 %	Tls. 154 buyers
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$208,386	\$5,070	80 cents for 1905	7 %	\$112 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905	6 1/2 %	\$30
Shanghai Land Investment Company, Limited	20,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 52,194	Tls. 3 for half-year 1906	5 1/2 %	Tls. 97 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 25	Tls. 170,000		Interim div. of \$2 account 1906	8 %	Tls. 55
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772		...	
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31. 0. 1905	11 %	Tls. 72 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$110,000	\$21,660	\$1 1/2 for the year ending 31.7.06	9 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898	...	Tls. 70 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	9 1/2 %	Tls. 85 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905	7 1/2 %	Tls. 325 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 %	\$100 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$614	\$2,066	1/3 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	...	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	16 1/2 %	Tls. 61 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$1,210	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	8 1/2 %	\$64
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$25,000	\$2,864	\$1.20 for year ending 31.7.1905	7 %	\$17 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	\$410,000 \$500,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	10 1/2 %	\$19
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 %	\$25 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$4,508	\$1.00 for 10 months ending 28.2.06	8 %	\$15 wa. & buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$80,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 %	\$236
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	7 1/2 %	\$23 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	16 1/2 %	\$6 buyers
Maatschappij tot Mijn. Bosch en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	Third interim div. of Tls. 7 1/2 making Tls. 22 1/2 so far s/c yr. ended 31.10.06	9 1/2 %	Tls. 232 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,334	None	...	\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 125 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 49 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,320 Tls. 24,680	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2 %	Tls. 132 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 90 sellers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim div. of 15/- for 1-year 1906	...	Tls. 350 sellers
South China Morning Post, Limited	7,200	£20	£20	none	Dr. \$41,934	Interim div. of 5/- for 1-year 1906	...	Tls. 290 sales
Team Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$22 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 105 sellers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$25,000	\$752	70 cents } for year ended 1.1.5.1906	8 1/2 %	\$8
Do. (Founders)	100	\$10	\$10	\$25,000		\$9.90	...	\$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$12 1/2
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8